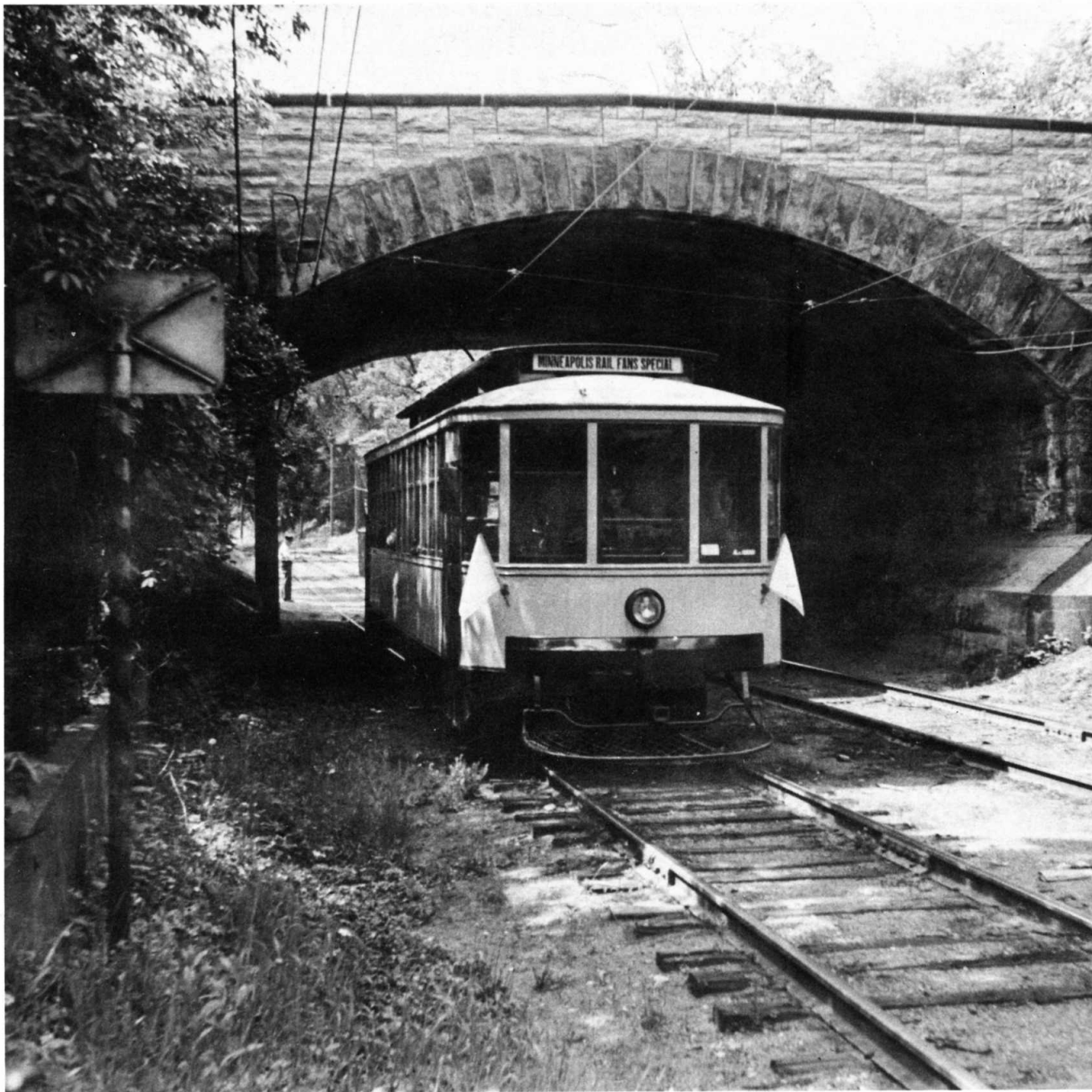




Minnesota Transportation Museum

MINNEGAZETTE

May/June 1987



Official Publication of the
MINNESOTA
TRANSPORTATION MUSEUM, INC.

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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation, organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts and land transportation. It operates the **Como-Harriet Streetcar Line** and the **Minnehaha Depot** in Minneapolis, the **Jackson Street Roundhouse** in St. Paul, and the **Stillwater & St. Paul Railroad** in Stillwater, Minnesota.

MUSEUM OFFICERS

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Executive VP Robert Renz
Secretary David Norman
Treasurer Russell L. Olsen
VP/Traction Kurt Allen
VP/Railroad Kenneth Snyder
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Editorials How Much Is Enough?

Managing the collection of a volunteer museum is an monumental task, a fact that struck home on a recent walk through a sister museum's well-ordered storage sheds. There in forged steel were row after row of high iron beast that for most of us live only on the slick pages of coffee table books. The thrill of seeing them faded to nagging thoughts of how many dollars, gallons of paint and lifetimes it would take to make such a collection into museum exhibits.

Every museum, rail and otherwise, deals with the same agony of "saving" the last example of something. Usually, the decision usually is to acquire the piece in the hope that some year it will work its way to the top of the group's agenda. Too often, these decisions are not based on a dispassionate plan for creating exhibits. We in the museum community need to ask ourselves whether our children and grandchildren will share our enthusiasm for spending weekends on our massive collections.

Museums tend to see themselves as eternal repositories for all that comes their way, regardless of what it might be. Nothing is eternal, of course, and most museum pieces actually do change hands as long as they exist. Passenger cars, for example, find new owners so often that their lineage is hard to trace even in the 16 years since Amtrak Day. Many excellent pieces like MTM's coach 1370 are so ravaged by the seasons that they probably never will be exhibited or used. For pieces like 1370, the eternal repository is the eternal end of the line.

Museums need to see themselves as the lucky custodians of history to be passed on to others. That makes them responsible for choosing what to preserve and

for gauging their capabilities to do so. In our own impending move to **Jackson Street Roundhouse**, space will be sorely limited, and half of it will given to public exhibits. If we want the public to come, we cannot jam the building and yard full of rusty iron. Perhaps it is time to bequeath some of it to others.

Without casting stones, it is time for the Museum to think about redistributing collections, thinning out dead wood, and making better use of what we have. Our purpose, after all, is to take historical pieces beyond ourselves to the public. This means changing the way members think about their collection and its purpose.

A market solution would help, a continental flea market where **Tourist Railway Association** members would place hoarding on hold and circulate lists of everything they own among themselves. Museums could then wheel
Continued on next page

About The Cover

The **Minnesota Railfans Association** ran a number of streetcar excursions in the late 1940's, often using **TCL Car 1269**. Some of the photos appear in this issue. In that golden afternoon of the trolley, fans could charter a car on the spur of the moment for a few dollars, and make a day of riding the system. Here in 1949, the conductor guards 1269's rear against regular traffic at **William Berry Road**, Minneapolis, while fans bound for **Hopkins** scrambled out for pictures. A nearly identical picture can be snapped today along MTM's **Como-Harriet Streetcar Line**. Bill Olsen Photo Courtesy of Paul Joyce.

Calendar Of Events

Please note the date and locations of Museum membership meetings for 1987 listed below. The *Minnegazette* may not always arrive in time to notify members in advance of particular meetings. Please also watch this column throughout the year or excursions and other events as they are scheduled.

May 26: Membership meeting, 7:30 p.m., **Prudential Life Insurance Building**, 3701 Wayzata Blvd., Minneapolis. Note: location is changed from **Jackson Street Roundhouse** as earlier published.

July 28: Membership meeting, 7:30 p.m., **Jackson Street Roundhouse**, 193 E Pennsylvania Avenue, St. Paul. Bring a lawn chair.

Sept 22: Member meeting, 7:30 p.m., **Air National Guard Auditorium**, Fort Snelling.

November 24: Annual Membership Meeting & Election of 1988 Museum Officers, 7:30 p.m., **Northwestern National Life Building**, Washington & Marquette Avenues, Downtown Minneapolis.

and deal with each other over anything and everthing in a great catharsis. Projects halted for lack of parts could resume. Pieces could find their way from one museum's junk line to another's repair shop or exhibit hall. Best of all, each museum would learn how much of its trappings no one wants. That would be cue for them to have the nearest scrapper haul away what in MTM's case amounts to a trainload of excess.

We ourselves are passing phenomena, like the objects we seek to preserve. Judging from the size of our roster and our past performance, it is hard to imagine how we can finish it all up in our lifetimes. We need to think of the future archeologists who will dig into our mountain of scrap iron and wonder why we collected so much stuff for which we had no apparent use. A little discretion on our part could save those scholars a lot of needless head-scratching.

Stop, Look & Listen

An Amtrak locomotive engineer writes the following:

"Each time that I approach a crossing, I signal load and clear that we are coming and hope that you hear and see me in advance. At most crossings, there are other warnings of my approach, which is often at very high speed. You should always exercise the utmost caution when you approach ANY railroad crossing. You owe it to yourself and your loved ones to stay alert and use good sense. I see all too many drivers trying to beat the odds just to save a few seconds. We can't stop in time. You can.



John Stein phones Museum members for Jackson Street fund-raising telethon. Bob Ball Photo.

"When I talk to my friends who aren't railroaders, most of them have never seen a grade-crossing accident. I wish I could say the same. To most people, crossing accidents are something they read about in the paper. It's something that might happen to 'the other fellow.' That's what the 'other fellow' always thought, too. Sometimes people just don't seem to see or hear the train coming -warning lights, headlights, horn and all. Then there are the daredevil gamblers. I don't know which kind scares me worse. I can tell you one thing. I've never seen a grade-crossing accident that couldn't have been avoided.

(Source: Amtrak publication courtesy of Ben Curry.)

Next Membership Meeting changed

Members should note that the location on the May 26 general membership meeting has been changed to the Prudential Life Insurance Building, 3701 Wayzata Blvd., Minneapolis, at 7:30 p.m.

Minnegazette Deadline

Please send articles and photos for the July/August Minnegazette to the Editor by June 12

New Museum Mailing Address

The Museum has a new mailing address. The old one at Box 1300, Hopkins, is no more. Effective immediately, all correspondence should be addressed to:

Minnesota Transportation Museum, Inc.
P O Box 1796
Pioneer Station
St Paul, MN 55101

A telephone has been installed at Jackson Street Roundhouse, giving MTM a permanent phone number for the first time in its 25-year history. An answering machine will take calls until real human voices can be lined up. The number to call for messages and general Museum information is:

(612) 228-0263

Streetcar charters can be arranged by calling:

(612) 522-7417

President's Message

Let's give ourselves a big hand! We went over the top of our Jackson Street Roundhouse fund drive, and we made all four of our priorities. We will be signing a lease with Burlington Northern Railroad for the spur track behind the Roundhouse in order to connect our own rails to the outside world. This connection will include two turn-outs at the outset, and one to be added later.

This track work will take a lot of elbow grease, however, and we need all the volunteer members we can muster. We will be unloading a turntable on April 15. Thereafter, we will be changing out doors, tearing down walls and false ceilings, and sand blasting walls in the south bay.

The Roundhouse will house a permanent office for the Museum with a permanent telephone number, 228-0203. We need volunteer clerks to help manage the building and tend the phone.

Jackson Street is our home. Please come out and help us get started. 1987 looks like it could be MTM's best year. See you at Jackson Street!

Gene Corbey
President

Board of Directors

The Board of Directors took the following action at its regular meeting of March 17, 1987.

1. Approved payment to People's Plumbing for lavatory improvements at Jackson Street Roundhouse deducting \$800 for work included in the bid but not completed.
2. Rejected a proposal for excursion operations at New Brighton Stockyard Days offered by the Stockyard Days Committee.
3. Tabled the Long Range Planning Committee report until the next meeting.
4. Accepted donation of former Lake Superior Terminal & Transfer NW2 switch engines 103 and 105.
5. Authorized Gene Corbey to investigate application of MEED job training funds to hire permanent staff for Jackson Street Roundhouse.

6. Directed that doodlebug 9735 be ready for service and sent to Stillwater by April 10, and that LST&T switch engine 101 or equivalent also be sent to Stillwater.

7. Rejected motions to base Engine 328 and a second Rock Island commuter coach at Stillwater this summer.

8. Authorized John Stein, on behalf of the Museum, to negotiate and execute an exchange of land leases with Minnesota Department of Natural Resources at Duluth Junction, Grant Township, Washington County with provisions permitting the following:

(A) DNR to connect Carnelian Trail over MTM property.

(B) MTM to build its main track and a run-around on DNR land southwest of the Junction.

(C) Renewal of leases or supercession by reciprocal purchase after 10 years.

The Board of Directors took the following actions at a special meeting on March 19:

1. Reconsidered and again rejected a proposal for excursion operations at New Brighton Stockyard Days.

2. Endorsed in principal a proposal by David Paradeau to operate a dinner train over Museum trackage at Stillwater, subject to approval at a future meeting.

No actions were taken at a special Board meeting held on March 31.

The Board of Director took the following actions at its regular meeting on April 21:

1. Tabled a request for payment by Peoples Plumbing, and referred it to a special committee.

2. Approved purchase for \$6,000 of a rubber-tired front end loader.

3. Accepted the report of the Long Range Planning Committee submitted at the January meeting, and directed publication of it in the Minnegazette.

4. Rejected a proposal by R Kansas Fund Raisers to continue its work for the Jackson Street Roundhouse project.

5. Appointed R A Walkovets as Museum legal counsel, and ratified his appointment as a Museum Director At Large.

6. Approved purchase of Lake Superior Terminal & Transfer locomotives No 102 and 104.

7. Approved the contracting of telephone answering service for Jackson Street Roundhouse.

Membership Report

The Museum's membership in good standing during 1986-87 totaled 818. As of April 15 cut off date for preparing the 1987 membership directory, however, paid up membership had fallen to 671. Phone calls and dunning letters drew a good response, but not enough to close the gap from last year's total. I am optimistic for more membership renewals when the Minnegazette is missed, and when the good news circulates about Streetcar, Stillwater and Jackson Street projects. Our present membership balances are as follows:

Category	Metro Area	Total
Associate	65	129
Active	279	327
Family	190	215
Totals	534	671

New members, those who change address and former members who renew before September 1 will appear in the membership directory supplement to be mailed with the September/October Minnegazette.

Please notify me by phone all or postcard if your address or phone number should change before September 1. Under our Third Classmailing permit, the Minnegazette will not forwarded if it

is addressed improperly. Mail will be forwarded to members who have subscribed the additional \$5 fee for first class mailing.

Many thanks to each 1986-87 member for your renewal, and I hope you continue to enjoy all our fine activities.

Raymond R Benson Sr
Membership Secretary

Steve Glischinski

This is not an obituary, but Minnesota is losing one of its premier railroad journalists and photographers. Steve Glischinski has taken a job in Atlanta, Ga, where he will move in June. For the past two years, the Minnegazette has carried steve's column "Observations" and many samples of his superb photography. We will miss him and his fine work, and wish him well in his new situation.

Northwoods 400 Serves Food

A new dinner train will operate this summer between Laona and Tipler in northeastern Wisconsin over former C&NW trackage. Scheduled seven days per week from June 1 through Labor Day, trains will feature 1940's motif and steam power on the business end. A full menu is available with choice of entree in advance. An 8:30 a.m. departure form Laona Station will serve breakfast. The

Continued



4th Avenue South cars loads Honeywell employees at 28th Street, Minneapolis, about 1952, where Honeywell Plaza later was built. James Foster Photo.



Looking south from 8th & Robert, St Paul. Streetcar is signed "To Mpls 6th Ave N," an extension of the Interurban that operated during 1918-1938 on what later became Minneapolis, Floyd B Olsen Highway. At left is Twin City Motor Bus No 47, a 1922 White model 50 with TCMB body, scrapped in 1928. Emporium Department Store became Metro Square office building, today in modern glass facade. Down the street are the ornate Ryan Hotel and new Robert Street Bridge opened in 1926. Minnesota Historical Society Photo.

dinner boarding is at 5:30 p.m. for a charge of \$35 per quest. VISA and Mastercard are accepted. Advance reservations are recommended. For reservations contact: Lake States Steam Transportation Company

PO Box 67
Linden & H Streets
Laona, WI 54541
715-674-4006 or
1-800-752-4006 (WI Only)

El Paso Renovates PCC's

Job Corps students in El Paso, TX, are rebuilding three PCC streetcars owned by the City of El Paso and leased to the Paso Del Norte Streetcar Preservation Society. None of the students or staff ever have placed a wrench on a streetcar, but like most restorationists they are learning as they go. The Society has raised enough money to budget \$40,000 for each car, and hopes the cars will build momentum for reopening part of the City's streetcar line.

The City of El Paso bought 20 air-electric PCC cars for San Diego, CA, when that system was abandoned. The cars came from one of the early production runs of St Louis Car Company and are the oldest PCC's still in existence. El Paso used them on America's only international streetcar line connecting El Paso to Juarez, Mexico, a distance of about four miles. Service ended in 1974 when Juarez pulled out of the joint operating agreement. When it became apparent that Juarez would not renew, the City pulled down the wires, paved over the track and stored the cars.

The Streetcar Preservation Society leased nine of El Paso's cars in 1985, and hopes to rebuild all of them if service can be restored. The three now in the Job Corps shop, Nos 1508, 1511 and 1517, will receive complete overhauls of bodies, interiors, trucks and propulsion systems. At 50 years of age, these veterans will enjoy a new lease of life, giving El Pasoans another look at silent, smokeless rapid transit.

(Source: El Paso Times, March 16, 1987.)

Board Endorses Long Range Plan

The Board of Directors has accepted draft recommendations of the Long Range Planning Committee under chair-

man Nick Modders. The Committee's purpose is to list major objectives for the Museum and to prioritize actions addressing them. The report adds up to an ambitious work order for MTM over the next 10 years. More discussions will be held leading to a final action plan. Highlights of the report are the following:

For the Museum as a whole, the report urges that activities should be interesting and fun. To make them so, it recommends establishing an endowment fund, closer coordination with other museum groups, more members, a permanent paid museum staff, and better publicity of events.

Long term goals for museum presidents should be to establish continuity of purpose for the organization and to monitor and coordinate progress toward goals more closely. It sees the president as provider of stability, coordinating each division's activities with others, and giving the organization a sense of identity.

The report recommends tightening of budgeting and cash management procedures, and a finer-tuned system for prioritizing restoration projects. It urges establishment of a Museum office with a permanent record keeping system. It cites the need for more effective coordination between mainline railroad excursions and operations at the Stillwater site.

Finally, the Committee cites the need to pay the debt on the Jackson Street Roundhouse, to plan the renovation of the building and to develop exhibits.

Missing from the report are specifics on ways to achieve the goals set out. However, the document is the first comprehensive listing of projects on which MTM is embarked, the first attempt to identify priorities among them, and a vehicle for the Museum to begin thinking about the directions it is taking.

LS&M Schedule Announced

The Lake Superior Transportation Club will operate Saturday and Sunday excursion service throughout July, August and September over its Lake Superior & Mississippi Railroad. Trains will leave from near the Duluth Zoo along Grand Avenue at 11:30 a.m., 2 and 4 p.m. on both days each weekend. Trips will last about 90 minutes and cover both active Burlington Northern trackage and the Club's own line along the shore of Spirit Lake.

The Club has purchased former Duluth, Missabe & Iron Range coach No 85. Similar to the Lake Superior Museum's coach No 33, the car is being painted and outfitted with reclining seats. The LS&M roster now boasts five passenger cars, a locomotive, three ore jennies, a gondola and a ballast regulator.

Lake Superior Museum curator Tom Gannon reports that the Missabe's Proctor Shops will repaint former Flambeau Paper Company locomotive No 48, the former Northern Pacific Railway post office car, and former Missabe coach No 85.

Stillwater Report

Regular Saturday and Sunday passenger service will begin at Stillwater on Memorial Day Weekend, and will continue throughout the summer. Four trips will leave downtown Stillwater on both days each weekend. Three daily trips will turn back at Summit, while the fourth will operate all the way to Duluth Junction.

The Museum currently has five qualified locomotive engineers and a large complement of qualified train crew. Locomotive training will begin in May to increase the pool of available engineers, and to familiarize all participants in the operation of the railroad.

Plans call for ex-LST&T engines No 101 and 102 to be moved to Stillwater as soon as arrangements can be made. One Rock Island commuter coach already is there, and the status of other coach stock needed for the operation is uncertain.

Track gangs are concentrating on rebuilding the Summit passing track. This requires replacing about 600 feet of 56 pound rail with 90-pound stock, tie replacements, ballasting, and re-installing the westerly turn out. A new private driveway is being built across both tracks at the east end of the siding, and the present crossing near the rail piles will be removed. Estimates are being prepared for aligning and tamping the mainline from Lofton Avenue to Duluth Junction in order to improve operations.

We hope to put up a storage and maintenance building at the site before the end of the summer. We are discussing a location for a storage building with the City of Stillwater, possibly in conjunction with the dinner train operator. Cost estimates have been obtained.

The operator of the "Minnetonka Zephyr" dinner train, David Paradeau,

propose to move his equipment and operation to the Museum's Stillwater line starting in Mid-June. The Museum Board and legal counsel will be reviewing a contract, and agreements look good at this point. The dinner train will provide welcome income for the Museum, and will complement our own operations.

Leases have been drafted to effect the land swap at Duluth Junction with the **Minnesota Department of Natural Resources**. Final details are being worked out, and we expect to sign the agreements in May. This will permit the railroad to extend the mainline and build a west end passing track this summer.

Several developments might occur this summer that could have far-reaching implications for the Stillwater & St Paul. Prominent among them is the fact that we will have regular operations at long last, thanks to willing help from many members. That will be the first critical step toward developing our railroad and realizing enjoyment from it. It will be a fun and interesting summer. We hope that still more members will step forward and volunteer.

John L Stein
Stillwater

Traction Report

Car 78 Wows Visitors

DSR 78 is nearly ready for an initial portrait. Watch for her in the next *Minnegazette*. Bob Dumas has finished building one end platform and is working on the other. The quality of his work is spectacular and matches the original platform within fractions of an inches.

As construction proceeded, it was clear that the new pieces copied from the original structure were not fitting together as they should. Many of the old frame members had warped and eroded over the decades. Some represented only fragments of the original piece, the rest of which could only be imagined. The shape of the carbody itself is not entirely true, requiring some adjustments to the platform. One new oak member, a long three-dimensional curve faithfully copied from there original, was found to be a full two inches out of dimension. It has to be re-made.

The truck frame has been sandblasted and painted a vivid Chinese Red, matched to the flecks of paint found on the carbody. The two traction motors have been overhauled, and the air compressor was found to be in excellent working order. These are awaiting George Isaacs'



MTM now owns five of these ex-Lake Superior Terminal & Transfer NW-2 units. Built by Electro-Motive in 1948, they put out 1,000 horsepower from a V-12 Model 567 diesel engine, and sport Great Northern colors. Aaron Isaacs Photo.



Larry Schreiber, Bob Dumas, Neil Howes and Loren Martin stand on Car 78's new platform at Linden Hills barn, April 8, 1987. Bill Graham Photo.

return from vacation to be reinstalled. Plans call for mounting the carbody on the truck this summer.

Keith Anderson and his color coordination committee have settled on paint for the body. Bright colors were in vogue when No 78 was new, influenced by the Hoechst Chemical Company's development of artificial dyes in Germany. Samples of original paint found on the car bear this out, and the new paints have been matched to them carefully.

the total effect may take some getting used to when viewed in broad daylight.

Track Work Begins

Members are turning out to man the large Saturday track gangs digging out the earth-ballasted sections of line. Work started April 18 just north of the barns and is proceeding toward the grassy area at 42nd Street. Many new ties are being

installed. Crews are digging out between each tie two inches below the bottom surface to prepare for re-ballasting and tamping with crushed rock.

Bill Cordes and Mike Miller have re-tensioned the trolley wire. They and the Parks Board have been cutting brush along the entire line to give passengers better views of the lakes.

1987 Operator Training

Thirteen new members have signed up for operator training. Mike Buck will present a two-part orientation at the Linden Hills Park House, 43rd & Xerxes South, Minneapolis, on May 5 and 11 at 7:30 p.m. Individual on-board training will begin after the two classroom sessions. Members wishing to attend training who have not already signed up should contact Mike Buck in advance of May 5 so that materials can be copied. The excellent turn out means that the Traction Division will have plenty of operators this summer.

Crew Scheduling

The number to dial for group charter reservations is 522-7417. Jack and Ione Gordon will handle the reservations. Dave Lankinen, Mary Ann Higgins, and Dave Higgins will be this year's regular crew callers. Operators are asked to clearly note their operating dates on their calendars, and be absolutely sure to show up for their crews. The cars cannot run if you're not there.

1300 & 265 Get Spring Sprucing

The varnished oak floor in Car 265 always draws raves from visitors, and always takes a beating from the 40,000 or so feet which walk on it each season. This Spring Mike Buck again took mop and varnish roller to it, and applied new forest green to the front and rear step wells. The floor looks beautiful once more.

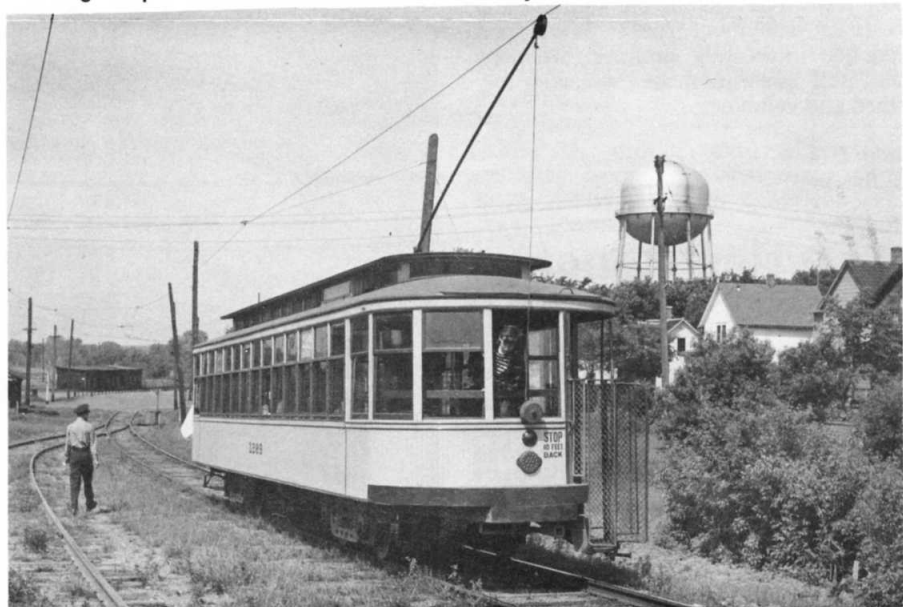
Car 1300 also had its floor repainted as well as repairs to some outside wainscoting.

Cars and track will look terrific for the start of regular operations in May. We look forward to another good at the Lake Harriet Trolley. Hope to see all of you there.

Kurt Allen
VP - Traction Division



Crossing Hopkins Viaduct eastbound. Paul Joyce Collection.



West end of viaduct entering Hopkins single track. Paul Joyce Collection.



Eastbound from MN&S viaduct along Minnehaha Creek, Edina. C R Scholes Photo.

Great Fan Trips

Fans Liked Car 1269

There was something about Twin City Lines gate car 1269 that appealed to local railfans in the years after World War II. It might have been the rear platform with its open wire gates, or the fact at on point she appears to have been squeaky clean from a visit to the shops. Whatever it was, of over 700 active cars available for chartered romps around the system, it is East Side Station's 1269 that shows up in photos of at least four different railfan excursions between 1944 and 1951.

In real life, 1269 ran the **Intercampus** shuttle and rush hour trippers during

9th Avenue wye, Hopkins. Paul Joyce Collection.

those years, but it was fan trips that got her on celluloid. Part of her record is a 20-minute 16 mm movie in the Museum's collection. Bill Olsen recorded her with his Graphlex plate camera, Chris Scholes got her on 110 black and white, and an unknown fan left a collection of stunning 35 mm slides.

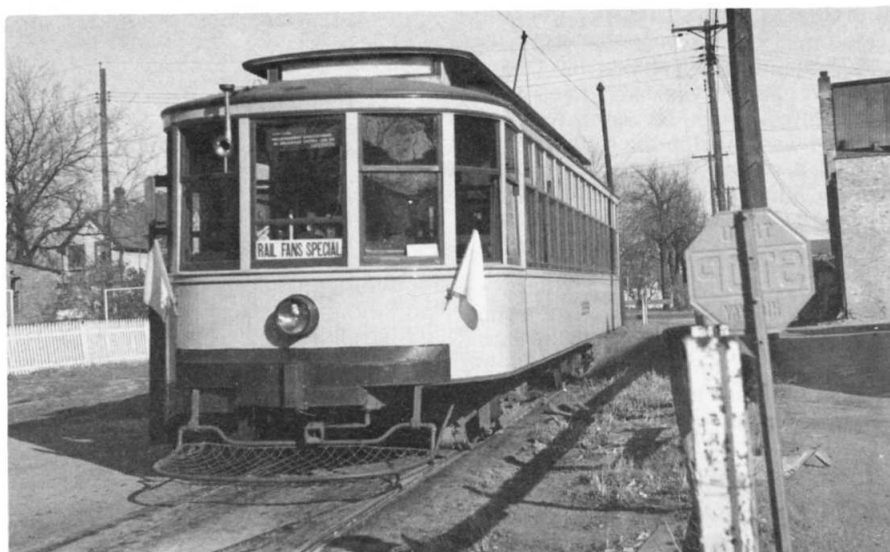
Member **Bob Schumacher** recalls one 1949 fan trip that left East Side Station in mid-morning for a grand tour: Como Avenue to downtown St Paul, out to Mahtomedi and back, West 7th Street to Fort Snelling, Minnehaha Avenue to Lake Street, Lake to Hennepin, to Hopkins, and back to East Side Station. A pop cooler was kept well-stocked on the rear platform, and members brought their own lunches.

Passing regular eastbound Hopkins car at Third Avenue stop. James Foster Collection.

TCL motorman **Kurt Blewett** usually drew the honors on these jaunts. For this one, he borrowed a distinguished-looking bronze air trumpet from his father's automobile. Mounted on 1269's roof, Blewett blew it for all grade crossings, lending as arresting interurban flavor to the occasion.

Kurt left TCL when the bus conversion got underway, to continue running trains under wires on Indiana's South Shore Electric. He recently retired for South Shore. Ed Nelson succeeded him at the controls of Minnesota Railfans Association excursions, until Ed moved to Toronto for the same reason.

Pausing in Minnehaha Park. C R Scholes Photo.



MRA President Charles Salzbach appreciated that the days of the yellow trolley were numbered, and was the chief excursion organizer. Salzbach lived in southwest Minneapolis, served in World War II, and was killed in the tragic 1951 collision of a railfan excursion train in Milwaukee. A memorial is among the car cards aboard Car 1300. Museum member Ray Norton was injured seriously in this accident, happily survived, and still beams at Lake Harriet streetcar passengers in 1987.

Car 1269 ran the Intercampus shuttle until meeting her end in 1954 at the Snelling Avenue yards. An identical sister, Car 1267, was sold to the Seashore Trolley Museum at Kennebunkport, ME. MTM member Doug Anderson plans to begin restoring 1267 this summer to her original configuration of September, 1907, minus front steps. The pictures, many of those who took them, and Car 1300 are alive and well today in the Twin Cities. How lucky we are to have them.

44th & France loop, Minneapolis. C R Scholes Photo.

Como Park, St Paul. C R Scholes Photo.

Restored Model T Ford greets Car 1269 pulling out of East Side Station, Minneapolis, on late 1940's charter for Minnesota Railfans Association. James Foster Photo.



A Guide To MTM's Railroad

— Aaron Isaacs
— Bill Graham

The Museum's own historic and very scenic railroad was incorporated as the Stillwater & St Paul Railroad Company in 1867. The 12 miles from Stillwater to White Bear Lake was completed in 1870, and immediately was leased to the Lake Superior & Mississippi Railroad. The LS&M was completed from St Paul to Duluth the same year, and in 1871 also leased the Minneapolis & Duluth Railroad from Minneapolis to White Bear Lake. M&D junction just south of White Bear Lake carried that company's initials into modern times.

The circumstances of these events need further research. Maps printed around that time show the objective of a railroad connecting Omaha to Duluth through the Twin Cities, probably to establish alternative markets for Upper Midwest agricultural products. The Minneapolis & St Louis Railway participated in building the M&D connection as a part of this strategy.

Neither is it clear whether the Stillwater & St Paul ever actually operated trains. It appears that the company was merely a construction subsidiary of the Lake Superior & Mississippi under the control of Jay Cooke. Thusfar, no photographic evidence has been found to show whether S&StP initials ever appeared on the sides of locomotive and cars.

Cooke left the LS&M in 1877, and the operation was reorganized as the St Paul & Duluth Railroad Company. The mainline became known as the "Skally," and other branches were built from it to Cloquet, Grantsburg, Sandstone and Taylors Falls. The lease of the Stillwater & St Paul also was conveyed to the St Paul & Duluth which bought the Stillwater branch in 1899. The Stillwater & St Paul Railroad as a corporate entity continued to file annual reports with the Interstate Commerce Commission until 1904.

The Stillwater branch became part of the Northern Pacific Railway in 1900 through its merger with the St Paul & Duluth. The NP operated the branch for the next 70 years until the great Burlington Northern merger of 1970, which also included the Great Northern; Chicago, Burlington & Quincy; and the Spokane, Portland & Seattle railroads.

It Might Have Hauled Coal

The Stillwater branch briefly was a pawn in a complicated, high stakes chess game during the late 1970's. Burlington Northern recently had built an expensive new line into Wyoming's Powder River Basin from whence it hoped to control delivery of power plant coal throughout the Midwest. One on the targets was NSP's Allen S King Plant at Bayport, which BN could reach either by its own Stillwater branch or by Chicago & North Western trackage rights via Hudson, WI. The Stillwater branch was doubtful, since it needed a complete rebuilding, and since the White Bear Lake and Dellwood communities wanted the track removed. They felt the daily way freight was incompatible with their residential environment, and they were even less pleased with the prospect of unit coal trains rumbling through their back yards.

At the same time, the C&NW was refusing BN access to the King Plant over its line. The ICC had granted North Western access to the Powder River coal fields over BN's new line, from which North Western intended to complete for the coal delivery contracts. Naturally, BN was underwhelmed at this action by the ICC, but North Western, ever short of funds, could not raise the cost of the trackage rights. To forestall things, North Western filed strenuous objection with the ICC over BN's proposed merger with the Frisco Railroad Company, over which BN hoped to gain access to the rapidly industrializing Sunbelt. It all sounds complicated, and it was.

In lieu of C&NW trackage rights to the St Croix Valley, Burlington Northern entered negotiations with Soo Line for its abandoned route from St Paul which crossed the Stillwater branch at Duluth Junction. The plan was to re-connect the two lines. Anticipating success, BN actually rebuilt three miles of the Stillwater branch with 90-pound ribbon rail from Summit Siding to Duluth Junction.

The intrigue evaporated as quickly as it had materialized, leaving ashes in the mouth of Burlington Northern. North Western suddenly found the money to pay BN for the Powder River trackage rights. The ICC awarded the Frisco to the Burlington Northern, stipulating a long list of terminal settlements demanded by CNW and the other objecting carriers. BN received trackage rights from North Western to the King Plant at Bayport. As icing on the cake, North Western subsequently won the NSP contract for Powder River coal to the King Plant as well as for the Black Dog and Riverside Plants. Suddenly BN had no further need for its

Stillwater branch, and terminated discussions with Soo Line. The ribbon rail east of Duluth Junction was mute testament, and the stage was set for BN's donation of the branch to MTM in 1983.

Its A Mountainous Railroad

The BN continues to serve the Andersen Windowall plant at Bayport via the NorthWestern trackage right, and it retains ownership of the yard in downtown Stillwater. The Museum enjoys trackage rights from BN to enter this yard on weekends. Although BN conducts almost no business at Stillwater, it uses the yard to store and sort boxcars for the Andersen plant. Under a decades-old agreement, BN continues to perform all switching in Stillwater and Bayport, and stations a switch engine full-time at the Stillwater yard office. The BN line ends and the MTM's line begins at a point 2,000 feet north of the stillwater yard.

The Stillwater & St Paul is a hill-climbing railroad in a region where flat is the norm. The grade starts at the north end of Stillwater yard and continues without relief for 3.67 mile to Summit. It ranges from .43 percent near Oak Glen Golf Course to a short stretch of 2.41 percent just south of the Truck Highway 95 viaduct. The bridge was raised about two feet for extra highway clearance. The old grade at this spot was 1.73 percent.

Summit is misnamed. It really is just a flat spot before the climb resumes to Duluth Junction, the real summit at 985 feet above sea level. That is 299 feet higher than the Stillwater yard. Overall the line averages 1.09 percent from Stillwater to Summit, and 0.56 percent from Summit to Duluth Junction. About 47 percent of the total line exceeds a one percent gradient, with one quarter mile exceeding two percent.

Easing the strain on motive power is the fact that the grade east of Summit is compensated; that is, the steepest portions occur on straight or tangent track, compensated by less rates of climb through curves. This results in a relatively constant rate of drag so that locomotives need not vary their output while climbing the hill. Looking down the hill, the effect is something like a roller coaster.

There are many curves, too. Only 47 percent of the total distance is on straight track. There are 31 curves but only 27 tangents varying in length from 18 feet to 2,792 feet at Summit. The sharpest curve is 7.5 degrees in the Brown Creek ravine, and all the curves together amount to 1.7 complete circles.

Continued

A Tour Of The Line

Stillwater yard is built on filled land along the riverfront. Several tracks wide, the yard has shrunk somewhat as local shipping disappeared. The spur remains into the former State Prison complex, but is used only rarely.

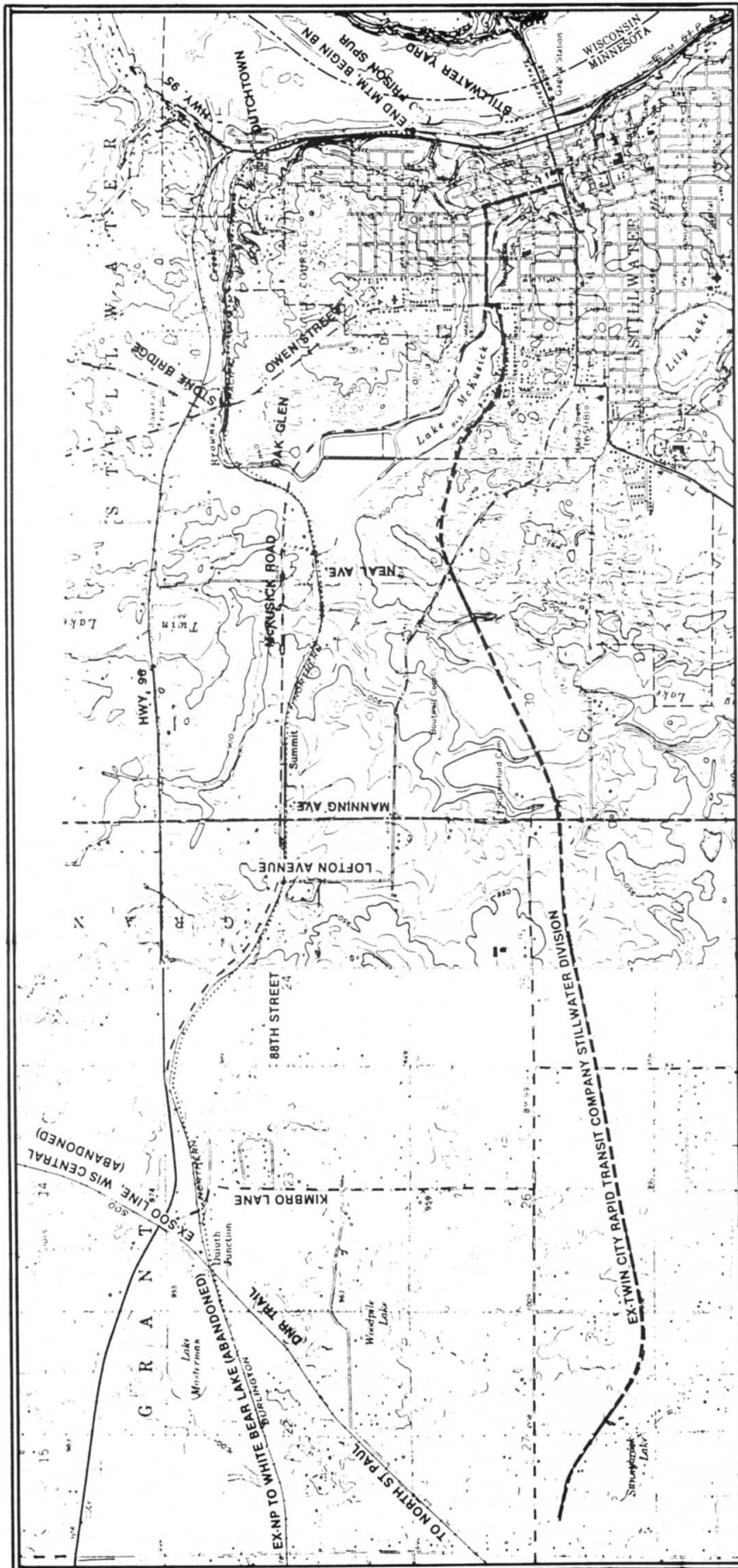
The line is laid with 85-pound jointed rail from Stillwater to Summit. North of town, the track gets right down to a 1.36 percent climb along Highway 95. The heavy engineering along this stretch is not readily apparent. Facing the St Croix River from the track, one sees how much dirt has to be moved to place the track and highway where they are. Both occupy a considerable fill as they moved northward. Numerous springs flow from the bluff face, the outflow having to cross the fill to reach the River. Some culverts exist, but the soil is saturated and unstable at several locations. Drainage needs improvement here.

The line crosses Highway 95 on a bridge that once was a turntable. The Minnesota Department of Transportation believes the underpass is a safety hazard because it is narrow and makes a curving approach from the south. They have proposed substituting a gradecrossing at this location, which would require regrading of about 4,400 feet of MTM's line on a steady, non-compensated two percent gradient. Trains would cross the highway at the bottom of a steep three mile descent, and the crossing would be blind for both trains and automobiles. The Museum has opposed this change.

Just north of the bridge is "Dutchtown," a small collection of homes around the Hazel Street grade crossing built for employees of the 19th Century saw mills that operated nearby. Two of these homes partially occupy's MTM's land. Apparently, the encroachments went unnoticed by Burlington Northern, and now MTM must deal with them.

Turning westward at Dutchtown, the line enters the beautiful, deep ravine of Brown's Creek to climb out of the St Croix Valley. This is the least accessible portion of the line, and the most dangerous section for derailments. Five tall fills span small side ravines, the tallest of which is at least 50 feet high. Under the fills are elegantly done limestone culverts large enough to walk through. For obvious reasons, much of MTM's track program to date has been concentrated in the ravine.

Near the top of the ravine is the place known as Stone Bridge, where Owens Street crosses on a modern viaduct. Just



to the west, partially hidden on private property is the original bridge, a hand-hewn stone arch built about 1850.

Beyond Stone Bridge, the line leaves the ravine and enters a wide expanse of manicured greens and fairway of the Oak Glen Golf Course. At Oak Glen is the Museum's mail crane, where sacks can be snagged on the fly by triple combine coach 1102. Crossing McKusick Road, the line swings west again along the north edge of the golf course. Across the fairway, new streets have been built and houses will soon follow. Along much of the line, the open country is being suburbanized. Passing Neal Avenue, the grade again steepens to 1.16 percent until flattening out at Summit.

Summit was listed as a station in the NP and BN timetables. There is a stub siding that will be rebuilt this year as a passing track. Most scheduled trips will end here, and the engine will run around the train. Until recently there were oil storage tanks at Summit, the remnants

of a former rail shipper. These have been

replaced by a new house reached by a newly constructed grade crossing. An existing crossing farther west is being removed.

The 90-pound welded rail begins at Summit, west of which is the busy Manning Avenue grade crossing equipped with flashing signals. The scenery turns to woods and ponds as the line parallels McKusick Road, bending northwest to the junction with Trunk Highway 96. The uphill climb resumes reaching 1.14 percent at one point.

The end of the track is at Duluth Junction where the Soo's passenger mainline once crossed. Built in 1884 as the Minnesota, St Croix & Wisconsin, this line became part of the Wisconsin Central in 1888. It served as the mainline to Chicago until 1911 when the St Croix River high bridge and a new connection to the Soo Line at Withrow were built. After that it saw only local freights and the "Laker" passenger train. Passenger service ended in 1963 and abandonment came in 1980. The right of way then became a state trail.

The Museum and the Minnesota Department of Natural Resources have agreed to exchange easements at Duluth Junction whereby the DNR's trail will be allowed to cross MTM's line. The Museum will lay a seven-degree curve to reach the former Soo Line route following the grade of an old interchange track. The track will extend 1,200 feet toward North St Paul and provide room for a run around track. The initial schedule calls for the last trip of each day to reach Duluth Junction. This will be MTM's way of showing the flag so that everyone knows the line is active.

The Stillwater & St Paul is a fine place to run a tourist railroad. The line is worth riding for the scenery along, which is more than can be said for many railway museum lines. Stillwater, like Lake Harriet, draws many weekend visitors who should provide a steady flow of passengers. And like Lake Harriet, the S&StP should become a well loved addition to the community and an outstanding example of an operating historic museum.



Spit and polish Ten-Wheeler has change of Great Northern passenger train loading at Duluth Union Depot, possibly in late 1920's. Minnesota Historical Society Photo.



Westminister Junction, St Paul, looking northeast from Bunker Hill where westerly of two Northern Pacific tunnels is under construction. St Paul, Minneapolis & Manitoba passenger train crosses temporary shoeless trestle headed for downtown St Paul. Above left, Omaha Road mainline crosses new NP route on trestle being filled with dirt. Westminister Street Viaduct crosses east leg of Omaha Road wye at right. Date is April 21, 1886. Today, I-35E passes on left side of picture. NP Ry Photo Courtesy of NRHS Northstar Chapter.

Westminster Jct Was Good Train Watching

- Aaron Isaacs

I first encountered St Paul's Westminster Junction as a child aboard the "Morning Zephyr" to Chicago, sometime around 1960. I didn't know it by name, but the place clearly was something special. After barreling past miles of industry and grain elevators between Minneapolis and St Paul, the Zephyr coiled downgrade through green hills and tracks suddenly converged from all sides. We passed over some of them. Others rose to parallel us forming a multi-track throat into St Paul Union Depot.

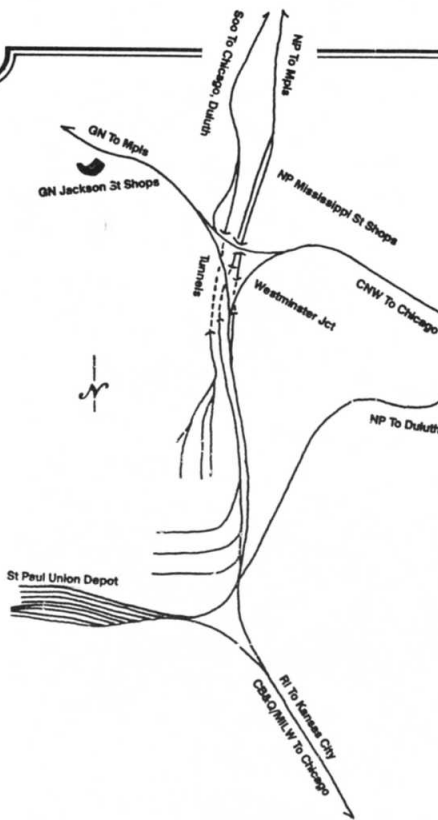
As a high school student in the mid-1960's, I rediscovered Westminster, and

quickly realized it was the most interesting spot for train-watching in the Twin Cities. Every railroad in St Paul passed by on tracks owned by four different companies.

The Great Northern was dominant with its four track mainline to Minneapolis, perhaps the ultimate expression of the empire builder mentality. Two tracks were for passengers and two for freight, and they remained segregated in that way until the coming of Amtrak. The passenger tracks featured heavier rail and higher ballast. The line was completely grade-separated all the way to Minneapolis, and trains routinely exceeded 70 miles per hour. Twenty min-

utes was the downtown to downtown travel time. Besides all of Great Northern's limiteds, the passenger main hosted the varnish of Northern Pacific, Burlington, North Western and Chicago Great Western.

The GN freight line saw little GN freight. That terminated in Minneapolis and traveled east in the road freights and transfers of other lines. North Western and Great Western ran through freights. The Burlington and Rock Island fielded transfers, the Burlington's being known for their three and four unit switching power. GN also ran frequent switcher-powered cuts of passenger cars between St Paul Union Depot and the Jackson Steet coach yard.



Westminister was a wye with three railroads burrowing under it. The North Western's main to Hudson, WI, and Chicago still uses the northern leg of the wye. Passenger trains and transfers to Western Avenue yard on the Mississippi River used the east leg. I remember the transfers usually were under powered and terribly slow.

Northern Pacific owned two of the three double track lines that tunneled under Westminister. The mainline actually used two short "subways" to pass under the two C&NW legs of the wye. Parallel and in order were:

(1) Trout Brook, the original reason for locating the railroad here, entered a stone walled channel and then an underground sewer carrying it to the Mississippi.

(2) NP' double track local switching line entered an honest to goodness tunnel under the GN, emerging in a small quiet yard west of the throat to St Paul Union Depot.

(3) Soo Line's single track St Paul branch became two tracks as it passed through an even longer tunnel to reach the St Paul freight house and yard.

The NP main saw passengers in the form of the Soo's "Laker" to Chicago, as well as the Duluth and Sault Ste Marie trains. These left the NP for home rails at Trout Brook Junction, a short distance up the hill. All were gone by 1965. Like the GN, NP freights tended to stay in Minneapolis. Transfers on the line included CB&Q, Rock Island and Soo as far as Trout Brook Junction, and Milwaukee Road jobs to nearby Mississippi Street Yard. Rounding out the scene were NP' shops and roundhouse just north of the wye.

Soo Line had a yard north of the wye beside the NP yard. Movements through the tunnel could be full length freight or just a "Geep" with a cut of cars. Soo also switched several industrial spurs near the freight house, and spotted cars on two of the most unusual interchange tracks in town. The more northerly of



Tunnel construction gets underway at Westminister Junction, St Paul, September 3, 1885. View looks south. NP Ry Photo Courtesy of NRHS Northstar Chapter.



Westminster Junction, St Paul, in the 1920's or 30's looking south from north leg of C&NW wye. Engine at left heads upgrade on NP mainline, passing under east leg of C&NW wye. Westminster street Viaduct once stood at this location. Engine at right emerges from NP tunnel under GN main that goes to St Paul Union Depot. Domesticated Trout Brook is seen zig-zagging under all these tracks. "Look Up" sign alls passengers, attention to Curtis Hotel billboard atop the hill. Northern Pacific Photo Courtesy of Minnesota Historical Society.

the two split off under the Mississippi Street overpass and climbed a three percent grade to the North Western's north leg of the wye. It was really something to watch a Soo GP9 make a run for the hill with a half dozen cars. They had to be left on the grade with brakes tied down tight.

The other interchange track was either the GN or CB&Q. Paralleling University Avenue south of the tunnel, it tied in with Burlington's St Paul freight house spur. The spur left the GN main just east of Mississippi Street and ended a few blocks south in an industrial area.

Although it probably never was done, a through movement from the Soo to the eastbound GN would have looped up and over itself just as surely as the better known version at Tahachapi, California. There was also evidence of an abandoned interchange ramp from the NP to the GN that had to cross over the Soo to get where it was going.

Much of Westminster's appeal is the



Chicago Great Western GP30's pass through NP tunnel at Westminster Junction heading for downtown St. Paul, 1965. Northern Pacific switch job, right, heads north on Skally Line. Aaron Isaacs Photo.



Northern Pacific employees study dining car menus for 1920's company PR photo. Heavy silver, stained glass, white linen, oak woodwork and leather covered chairs made for civilized dining on the long trek across the Lone Prairie. Northern Pacific Photo Courtesy of Minnesota Historical Society.



Decked out in stately but short-lived livery, NP's "Mainstreeter" leaves Minneapolis GN Station eastbound in 1947. Head end business predominates. Minnesota Historical Society Collection.

virtual absence of level track. All tracks are climbing over or diving under one another, all the while fighting the grade out of the river valley.

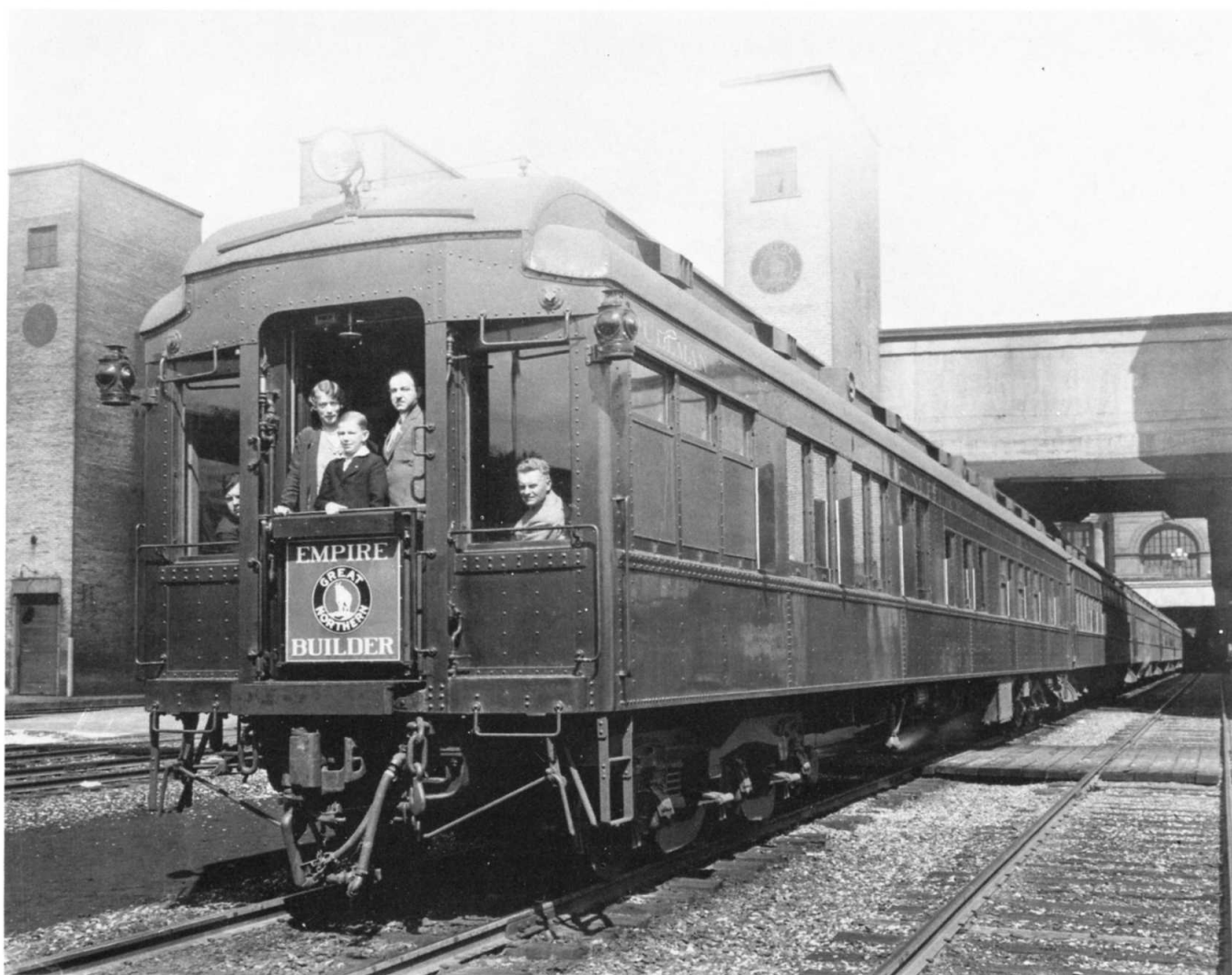
The merger era has been unkind to Westminster. The tower is closed, and all the passenger trains are gone. The GN has been cut to two tracks with removal of the old freight pair. The Soo is gone from its tunnel which has collapsed, although the wild interchange to the North Western still is in place if unused. The NP Mississippi Street shops are gone, replaced by an industry which at least is an active shipper. To accommodate high clearance modern cars, the two double track NP lines under the wye have been single tracked. In traffic terms, this is a considerable improvement for the western tunnel, now the downhill main. Previously it saw only occasional switchers, but is in much better shape than ever before. Thanks to an easier westbound grade than the GN, the NP line became the preferred Burlington Northern route. Intermodal traffic headed for the Midway pig yard still uses the old GN main, along with C&NW traffic.



It's May, 1934, and the worst economic depression in American history is four years old. Minneapolitans throng Great Northern Station for a glimpse of the future, the streamliner that gave birth to all rest, Union Pacific No 10000. TCRT Car 1344 is delivering another load.



A day after exhibit in Minneapolis, UP 10000 draws St Paulites along East 3rd street behind St Paul Union Depot. Papers reported that thousands walked through the barnstorming little streamliner during her two days in town. Minnesota Historical society Photos.



"Rocky The Goat" decorates rear of Great Northern's westbound "Empire Builder" at Minneapolis GN Station. Minnesota Historical Society Photo.

Naturally, the Great Western and Rock Island are no longer evident. Only the North Western's operation is largely unchanged. In fact, it has improved with the creation of a piggyback yard just east of the wye at Arcade Street.

Even with all these changes, West-minster is a great place to watch trains. It remains the closest thing we Minnesotan have to an East Coast-style "flying junction."

About The Rear Cover

Any train looked good on the Minneapolis Stone Arch Bridge, but Chicago, Burlington & Quincy's shiny new "Pioneer Zephyr" needed less help than most. She poses westbound for a publicity shot with the Pillsbury "A" Mill for background. Unknown are the date and which of the two Pioneer Zephyr trainsets this one is. Minnesota Historical society Photos.

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